

Please amend the claims as follows:

1. (Original) A fuel composition comprising (i) a base fuel, (ii) a Fischer-Tropsch derived gas oil and (iii) an oxygenate.
2. (Original) The fuel composition of claim 1 wherein the oxygenate (iii) comprises an ester of either a carboxylic acid or a vegetable oil.
3. (Original) The fuel composition of claim 1 wherein components (ii) and (iii) are present in an amount effective to provide
 - a) a neutral or close to neutral effect on elastomeric components compared to that of the base fuel, and/or
 - b) a neutral or better emissions performance compared to that of the base fuel, optionally in addition to a neutral or close to neutral density for the composition with respect to that of the base fuel.
4. (Original) The fuel composition of claim 3 wherein components (ii) and (iii) are present in an amount that cause a change in volume of the elastomeric components from 60% to 140% of that caused by the base fuel when tested under the same conditions.
5. (Original) The fuel composition of claim 3 wherein components (ii) and (iii) are present in an amount that cause a change in volume of the elastomeric components no higher than that caused by the base fuel alone.
6. (Original) The fuel composition of claim 3 wherein components (ii) and (iii) are present in an amount that cause a change in hardness of the elastomeric components from 70% to 130% of that caused by the base fuel when tested under the same conditions.
7. (Original) The fuel composition of claim 3 wherein components (ii) and (iii) are present in an amount that cause a change in hardness of the elastomeric components no higher than that of the base fuel alone.
8. (Original) The fuel composition of claim 3 wherein the emissions performance is the level of NO_x emissions generated by a diesel engine running on the relevant fuel or fuel composition.
9. (Original) The fuel composition of claim 1 wherein the components (i) and (iii) are present in an amount that the density of the fuel composition is from 95% to 105% of that of the base fuel.

10. (Original) The fuel composition of claim 9 wherein the components (i) and (iii) are present in an amount that the density of the fuel composition is from 98% to 102% of that of the base fuel.
11. (Original) The fuel composition of claim 1 wherein the density of the fuel composition is from 0.75 to 0.9 g/cm³.
12. (Currently amended) The fuel composition of claim 1 wherein the base ~~oil~~ fuel has a boiling point within the range of 150 to 400°C.
13. (Original) A method of operating an engine with a fuel composition containing base fuel having
 - a) a neutral or close to neutral effect on elastomeric components compared to that of the base fuel, and/or
 - b) a neutral or better emissions performance compared to that of the base fuel, optionally in addition to a neutral or close to neutral density for the composition with respect to that of the base fuel, said method comprising operating the engine with a fuel composition comprising (i) a base fuel, (ii) a Fischer-Tropsch derived gas oil and (iii) an oxygenate.
14. (Original) A method of operating an engine with a fuel composition containing base fuel and an oxygenate having an effect on elastomeric components which is closer to that of the base fuel than is that of the blend of base fuel and oxygenate, and/or for the purpose of achieving an emissions performance which is as good as or better than that of the base fuel alone, said method comprising operating the engine with a fuel composition comprising (i) a base fuel, (ii) a Fischer-Tropsch derived gas oil and (iii) an oxygenate.
15. (Original) A method of operating an engine with a fuel composition containing base fuel and a Fischer-Tropsch derived gas oil having an effect on elastomeric components which is closer to that of the base fuel than is that of the blend of base fuel and gas oil, and/or an emissions performance which is as good as or better than that of the base fuel alone, said method comprising operating the engine with a fuel composition comprising (i) a base fuel, (ii) a Fischer-Tropsch derived gas oil and (iii) an oxygenate.
16. (Original) A method of operating a diesel engine, and/or a vehicle which is driven by a diesel engine, which method involves introducing into a combustion chamber of the engine a diesel fuel composition of claim 1.

17. (Original) A method of operating a diesel engine, and/or a vehicle which is driven by a diesel engine, which method involves introducing into a combustion chamber of the engine a diesel fuel composition of claim 2.
18. (Original) A method of operating a heating appliance provided with a burner, which method comprises supplying to said burner a fuel composition of claim 1.
19. (Original) A method of operating a heating appliance provided with a burner, which method comprises supplying to said burner a fuel composition of claim 2.
20. (Original) A process for the preparation of a fuel composition, said process comprising blending a Fischer-Tropsch derived gas oil (ii) and an oxygenate (iii) with a base fuel (i).
21. (New) A fuel composition comprising (i) a base fuel, (ii) a Fischer-Tropsch derived gas oil and (iii) one or more ester.
22. (New) A method of operating an engine with a fuel composition containing base fuel having
 - a) a neutral or close to neutral effect on elastomeric components compared to that of the base fuel, and/or
 - b) a neutral or better emissions performance compared to that of the base fuel, optionally in addition to a neutral or close to neutral density for the composition with respect to that of the base fuel, said method comprising operating the engine with a fuel composition comprising (i) a base fuel, (ii) a Fischer-Tropsch derived gas oil and (iii) one or more ester.
23. (New) A method of operating an engine with a fuel composition containing base fuel and an oxygenate having an effect on elastomeric components which is closer to that of the base fuel than is that of the blend of base fuel and oxygenate, and/or for the purpose of achieving an emissions performance which is as good as or better than that of the base fuel alone, said method comprising operating the engine with a fuel composition comprising (i) a base fuel, (ii) a Fischer-Tropsch derived gas oil and (iii) one or more ester.
24. (New) A method of operating an engine with a fuel composition containing base fuel and a Fischer-Tropsch derived gas oil having an effect on elastomeric components which is closer to that of the base fuel than is that of the blend of base fuel and gas oil,

and/or an emissions performance which is as good as or better than that of the base fuel alone, said method comprising operating the engine with a fuel composition comprising (i) a base fuel, (ii) a Fischer-Tropsch derived gas oil and (iii) one or more ester.

25. (New) A method of operating a diesel engine, and/or a vehicle which is driven by a diesel engine, which method involves introducing into a combustion chamber of the engine a diesel fuel composition of claim 21.

26. (New) A method of operating a heating appliance provided with a burner, which method comprises supplying to said burner a fuel composition of claim 21.

27. (New) A fuel composition comprising (i) a diesel fuel, (ii) a Fischer-Tropsch derived gas oil and (iii) an oxygenate.

28. (New) The fuel composition of claim 27 wherein the oxygenate (iii) comprises an ester of either a carboxylic acid or a vegetable oil.

29. (New) The fuel composition of claim 27 wherein components (ii) and (iii) are present in an amount effective to provide

- a) a neutral or close to neutral effect on elastomeric components compared to that of the diesel fuel, and/or
- b) a neutral or better emissions performance compared to that of the diesel fuel, optionally in addition to a neutral or close to neutral density for the composition with respect to that of the diesel fuel.

30. (New) The fuel composition of claim 29 wherein components (ii) and (iii) are present in an amount that cause a change in volume of the elastomeric components from 60% to 140% of that caused by the diesel fuel when tested under the same conditions.

31. (New) The fuel composition of claim 29 wherein components (ii) and (iii) are present in an amount that cause a change in volume of the elastomeric components no higher than that caused by the diesel fuel alone.

32. (New) The fuel composition of claim 29 wherein components (ii) and (iii) are present in an amount that cause a change in hardness of the elastomeric components from 70% to 130% of that caused by the diesel fuel when tested under the same conditions.

33. (New) The fuel composition of claim 29 wherein components (ii) and (iii) are present in an amount that cause a change in hardness of the elastomeric components no higher than that of the diesel fuel alone.

34. (New) The fuel composition of claim 29 wherein the emissions performance is the level of NO_x emissions generated by a diesel engine running on the diesel fuel.
35. (New) The fuel composition of claim 27 wherein the components (i) and (iii) are present in an amount that the density of the fuel composition is from 95% to 105% of that of the diesel fuel.
36. (New) The fuel composition of claim 35 wherein the components (i) and (iii) are present in an amount that the density of the fuel composition is from 98% to 102% of that of the diesel fuel.
37. (New) The fuel composition of claim 27 wherein the density of the fuel composition is from 0.75 to 0.9 g/cm³.
38. (New) The fuel composition of claim 27 wherein the diesel fuel has a boiling point within the range of 150 to 400°C.
39. (New) A method of operating an engine with a fuel composition containing diesel fuel having
- a) a neutral or close to neutral effect on elastomeric components compared to that of the diesel fuel, and/or
 - b) a neutral or better emissions performance compared to that of the diesel fuel, optionally in addition to a neutral or close to neutral density for the composition with respect to that of the diesel fuel, said method comprising operating the engine with a fuel composition comprising (i) a diesel fuel, (ii) a Fischer-Tropsch derived gas oil and (iii) an oxygenate.
40. (New) A method of operating an engine with a fuel composition containing diesel fuel and an oxygenate having an effect on elastomeric components which is closer to that of the diesel fuel than is that of the blend of diesel fuel and oxygenate, and/or for the purpose of achieving an emissions performance which is as good as or better than that of the diesel fuel alone, said method comprising operating the engine with a fuel composition comprising (i) a diesel fuel, (ii) a Fischer-Tropsch derived gas oil and (iii) an oxygenate.
41. (New) A method of operating an engine with a fuel composition containing diesel fuel and a Fischer-Tropsch derived gas oil having an effect on elastomeric components which is closer to that of the diesel fuel than is that of the blend of diesel fuel

and gas oil, and/or an emissions performance which is as good as or better than that of the diesel fuel alone, said method comprising operating the engine with a fuel composition comprising (i) a diesel fuel, (ii) a Fischer-Tropsch derived gas oil and (iii) an oxygenate.